



U.S. Department
of Transportation
**Federal Aviation
Administration**

InFO

Information for Operators

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Flight Standards Service
Washington, DC

http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info

An InFO contains valuable information for operators that should help them meet certain administrative, regulatory, or operational requirements with relatively low urgency or impact on safety.

Subject: Runway incursions – reducing pilot deviations

Purpose: To ensure that the message recently delivered to directors of safety, directors of operations, and chief pilots reaches every pilot and flight engineer under Part 121.

Background: On August 15, 2007, the FAA Administrator convened airline industry representatives under a Call to Action for Runway Safety. Many worthwhile commitments were made, and an ambitious agenda was undertaken. Nevertheless, runway incursions continue to occur. The majority are caused by pilots in violation of regulations and air traffic control instructions (pilot deviations).

As a follow-on effort the acting Administrator of the FAA recently dispatched four ranking officers of the Flight Standards Service, including the Director and the Deputy Director, to meet with ranking officers of every certificate holder operating under 14 CFR part 121 to engage them personally in a joint industry-FAA action plan to reduce this persistent hazard. Those meetings were conducted over a seven-day period ending January, 25, 2008

Discussion: The industry representatives agreed to connect with every one of their flightcrew members, with the full support of their chief executive officers, to highlight the current data on runway incursions, and to require the review of two online programs.

In a teleconference on January 15 the acting Administrator had asked the chief executive officers to implement face-to-face briefings with each pilot and flight engineer. While fully supporting the idea of the face-to-face meetings, industry officers meeting with Flight Standards officers made it clear that face-to-face meetings would not be practical in all cases. Accordingly, the FAA agreed to alternative methods of communication in order to meet a deadline of March 1; these methods are detailed below.

Three-Step Action Plan, to be Completed by March 1, 2008

1. Direct communication with each pilot and flight engineer. The director of operations, the director of safety, or the chief pilot will accomplish direct communication with each

flightdeck crewmember by one or more of the methods below, in the following order of preference:

- Face-to-face meeting at each pilot domicile (with individuals or groups)
- Video conference (with individuals or groups)
- Teleconference (with individuals or groups)
- Written communication (to individuals)

2. Review pertinent online programs. The “communication” discussed in the previous section above will ask every pilot and flight engineer to immediately review the two online programs listed below

- The informational package prepared by the Director of the Flight Standards Service <http://www.faa.gov/safety/programs%5Finitiatives/pilot%5Fsafety/deviations/ReducingPDS/>
- The “Runway Safety” program developed by ALPA and offered by ALPA for this use http://flash.aopa.org/asf/runway_safety_alpa/

3. Feedback to FAA, by March 1, 2008. By agreement between the certificate holders and the FAA, the director of operations of each air carrier operating under Part 121 will accomplish two feedback functions.

(1) Collect a record from each pilot and flight engineer showing evidence that he/she has reviewed the two online materials shown above.

(2) Forward a final report to the respective principal operations inspector (POI) showing that every pilot and flight engineer has accomplished the review.